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for All the People
All the Time

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TORRANCE, CALIF., TUESDAY, NOV. 26, 1929

STOCKHOLDERS WILL BEAUTIFY WESTERN AVE. **RILEY WARNS TO BUY STOCK** **RAINES PLANS TO BUY STOCK** **KEYSTONE HALL**

LEST WE FORGET

THANKSGIVING IN CHATTANOOGA

The following was written to the Chicago Journal in
by Benjamin F. Taylor from the battlefield of Mission

The day after the battle was Thanksgiving, and ad services in Chattanooga—sad, solemn, grand, church-bells hung dumb in their towers, indeed, you shall know why in its time, but for all that, were chimes so grand that men uncovered their heads as they heard them. At twelve o'clock the great at Fort Wood began to toll. Civilians said, "Can be at it again?"—and soldiers said, "The guns are hotted, and the sound is too regular for work." I med out to the fort, and the guns chimed on. A impression I had received before brightening as I l upon the parapet and looked over the scene. t it was like flashed upon me in a moment: the y was a grand cathedral, Fort Wood the pulpit of nighty minister, and far down the descending aisle ont rose Orchard Knob the altar. The dead were there, far out to the eastern wall, and God's delier hung high in the dome. They were the nts of praise I was hearing; thirty-four syllables of ksgiving the guns were saying: "Oh, give thanks the Lord, for He is good; for His mercy endureth ver!" And the hills took up the anthem and ak sublimely in; from the Ridge it came back, "give ks unto the Lord," and Waldron's height uttered for His mercy endureth," and Lookout Valley sang d, "forever, forever," and the mountains cried, en!"

GLIDERS MEET TO BE HELD IN TORRANCE

Manpower Aircraft To Compete in Unique Event in Palos-Verdes Hills

Sponsored by the Western Aircraft Show and managed by E. C. Rowell, 1348 Carson street, Torrance, the first gliders' meet to be held in this city will take place on Sunday, Dec. 1, on the slope of the Palos-Verdes hills just south of Hollywood Riviera. Gliders which have just been on exhibition at the Western Aircraft show, will be used in this competition, which is open to all persons interested. In a letter to Mr. Rowell, the Aeronautical Journal, the former trade journal of the aviation industry, puts at his disposal a number of valuable trophies which have been donated by parties interested in promoting gliding activities, which will be awarded to the winners in the various contests. Competition will be in four classes, and points will be awarded on two counts under each, as follows: 1. Sailplane: (a) duration of flight; (b) distance from starting point. 2. Secondary: (a) duration; (b) distance. 3. Schooling: (a) distance; (b) best handling. 4. Miscellaneous: (a) youngest pilot; (b) spot landings. In addition to the trophies offered, Clifford F. Best, Inc., on whose property the meet will take place, has offered a suitable first prize for the winner in the soaring event. Cash donations from the city of Redondo, the Redondo Chamber of Commerce, have already been received toward the promotion of this affair, which has attracted the attention of aircraft enthusiasts all over the south-west. Arrangements with one of the large broadcasting stations have been made to set up equipment and loud speakers at the field so that the crowd may be kept informed of the progress of the performers. Gliding is the oldest form of flight, experimented with long before the first successful motorized airplane was invented. Lilienthal, in Germany, Chamute at Chicago, and the Wright brothers flew gliders before the latter had made their first motorized flight. The Wrights held the American official record of a little over ten minutes for duration, a record which had not been surpassed up to March of this year. However, ten minutes is by no means the world's record for sustained glider flight, for Hesselbach flew for hours over Cape Cod. Records of fourteen hours' duration, 2500 feet for altitude above the starting point and of forty-five miles for distance have been established in Germany which has made the greatest development in motorless flight equipment since the treaty of Versailles placed upon it restrictions against motorized flying. More and more in this country, has the inclination of the air-minded experimenter turned to the glider, and gliding contests are becoming frequent events, and are attended with surprising success.

Aviation

Western Air Show

Reckoned as one of Southern California's prime aviation milestones, the Western Aircraft Show, heralded throughout the State last fortnight by a great caravan of planes (News Review, Nov. 11-17) and sponsored by the Aeronautical Chamber of Commerce of America, was in progress last week at Los Angeles. Chronologers of local aviation history, looking back as they entered this new event, into their records, remembered the first great milestone of Southern California air accomplishments, the "tremendous" air meet of 1910 in Los Angeles, at Dominguez Field, when airships and airplanes performed successfully, when Paulhan in a Blériot monoplane, flew from Dominguez Field to Santa Anita Ranch and back 45 miles to establish a world's record for sustained flight. (See cont.)

Past aviation accomplishments seemed of little consequence, all most ludicrous last week when patrons surveyed the exhibits of modern aeronautics at the Western Aircraft Show. They saw, on entering the huge hall, 100,000 square feet of exhibits totalling in value over \$2,000,000. In the great assortment of flying material were 35 different makes of planes, ranging from large tri-motored ships to small planes, powered by motor-cycle engines. Aviation by-products, to the uninitiated, were of equal interest to the planes themselves. Electrically heated goggles and clothing for cold altitudes, were a source of amazement to lookers-on, as were oxygen containers and instruments that float in alcohol to keep from freezing. Most novel of all new inventions exhibited was a reversible propeller attached to a Fokker plane. By this new device planes using it are able to go backwards while on the ground. Art Goebel, winner of the Dole prize for his flight to Hawaii, demonstrated this feature. Airplane photography experts were most interested in an exhibit of cameras, one of which was a giant among its mates, able to photograph perfectly from an altitude of 37,000 feet. Practically every known device contributing toward safety in aviation was on display in charge of someone who could successfully explain it to the layman.

Since the space, even in so large a building, was limited, from any of planes were of the smaller sizes. The collection of inexpensive, small planes at the show was the largest ever gathered together under one roof. Equipped with inter-changeable pontoons, wheels and skis, some of these tiny ships are able to land with equal ease upon snow, water, or ground. They ranged in price from \$3000 to \$8000; with wings folded, they can be stored with ease in an automobile garage. The speediest ship on exhibit was a seven-place Lockheed-Vega monoplane, its stream-lined body, nose and running gear painted a glossy white, and capable of travelling at 194 miles per hour. Reminiscent of the War, when aviation was just out of its infancy and into its youth, the air show officials procured and exhibited the fighting plane of the late Captain Nungesser. French war ace, who lost his life in an early attempt to fly from France to America. His plane is a small biplane, of the style used by the Allies during the War. A record attendance of enthusiastic people gave officials of the show enough encouragement to announce that the Western Aircraft Show would hereafter be an annual affair.

Makes of planes exhibited: Aero-onca, Davis, Fleet, Fokker, Eagle-rock, Waco, American Eagle, Aero-marine-Klem, Javelin, Marchetti, Bellanca, Bach, Moth, Courier, Curtis, Crown, Lockheed, Mahoney-Ryan, Lincoln-Paige, Emco, Fairchild, Barling, Kreutzer, Travellair, Moreland, Mono, Great Lakes, Spartan, Stearman, Stinson, Collegiate, Populair, Brunner-Winkle and Swallow.

Dirigible Research
Since Southern California is a recognized hub of aeronautical progress, citizens of Pasadena did not gasp in surprise last week when they read the announcement that their own California Institute of Technology was to become the center for dirigible research in the United States; nor did the rest of Southern California. For several years at Caltech, the Graduate School of Aeronautics, established by the Daniel F. Guggenheim Foundation, has played a



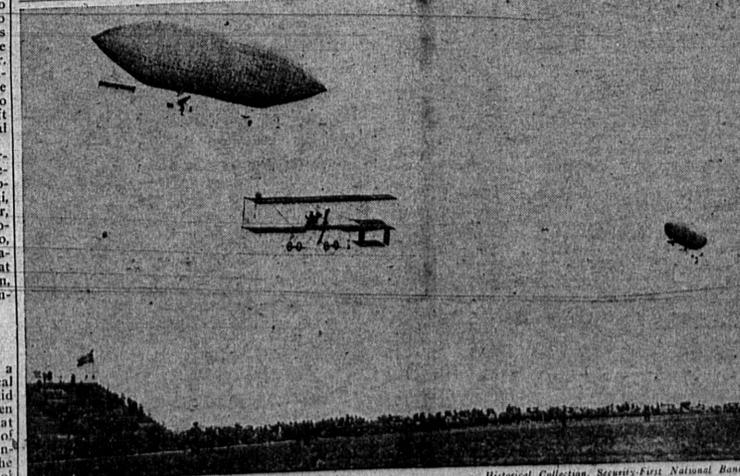
A WORLD RECORD FOR SUSTAINED FLIGHT
Paulhan flew a Blériot monoplane from Dominguez to Santa Anita Ranch and back—45 miles.

prime part in that research development of airplanes, other than air craft. The new school of dirigible research will also be supported by the Guggenheim Foundation which has donated \$250,000 from its fund for the Promotion of Aeronautics.

In the local laboratories, the nation's greatest aviation experts will work out new theories and principles, attempting to hasten the progress and guarantee the safety of air travel. The actual testing of the laboratory findings will take place at Akron, Ohio.

Fliers & Flying
Mysterious Crack-up. When the plane of Cadet Clark Beymer, a minute before dropping its lazy way across a languid blue sky, suddenly came screaming earthward and crashed at full speed on the earth near March Field, Riverside, authorities were at loss to discover the cause of the fatal accident. Beymer was almost through with his flying course and was soon to be graduated as an Army pilot. Investigators, knowing Cadet Beymer, were most puzzled because, although Beymer's fall began high in the air, he made no effort to use his parachute. They were of the opinion that either the pilot committed suicide, or fainted at his controls, the latter being considered most probable.

Feminine Procrastinators. Avid aeronautical fans figuratively bit their fingernails last week when the long contemplated, oft postponed endurance re-fuelling flight of the feminine aviatrixes, Bobbie Trout of Long Beach and Elinor Smith of New York, was again delayed. Over a month had elapsed since first the flight was announced. After the latest postponement last week, the women pilots said they would start their flight as soon as weather conditions were favorable.



AMERICA'S FIRST AIR MEET, AT DOMINGUEZ FIELD, IN 1910
Chronologers remembered the first great milestone...

CALIFORNIA NEWS REVIEW

Rhodes Scholars
Each year American collegians are given the opportunity to compete for two-year Cecil Rhodes scholarships to Oxford University, England. In fulfillment of the will of the philanthropist, they are chosen on the basis of character, intellect, athletic ability, are given a chance to mingle with student representatives of all nations at the famous center of learning. When the names of the twenty-four California students competing for the honor are considered in Los Angeles on December 7, thirteen of that number will represent four institutions of the southern section of the State. In the report made last week by Examiner Farnum P. Griffiths of San Francisco, the thirteen were announced as: University of California at Los Angeles: Lawrence V. Michelmore, Westwood Park; Willis H. Miller, Los Angeles; Walter T. Bogart, Los Angeles; Morford L. Riddick, Los Angeles. California Institute of Technology: Shigeru Zetter, Los Angeles; Thomas H. Evans, Pasadena. University of Southern California: Don Edward Perry, Jr., Los Angeles; Cecil J. Dunn, Los Angeles; Karl O. Tunberg, Hollywood. Pomona College: Richard W. Ayres, Cambridge, Mass.; William Fennell, New Haven, Conn.; Henry Van Zandt Cobb, Claremont; Chandler Ide, Claremont.

Education

Ground Breaking

In eager enthusiasm last week, students of Southern California's two largest universities watched dignitaries with special implements break into the sod and lift up a shovelful of earth. At the University of California it meant the beginning of a much-needed, new gymnasium building. At the University of California at Los Angeles it signified the birth of a new student union building, donated by Mrs. William Kerckhoff.

In conformity with its building expansion program the U. S. C. gymnasium, costing \$750,000 to build, is designed in an Italian Renaissance style, centered picturesquely on a patio. At the new campus of the University of California at Los Angeles the students were especially elated over the beginning of the new Kerckhoff Memorial building, for never before has this university possessed a building entirely for the use of students for their extracurricular work. Long have U. C. L. A. students yearned for such a building. The late William Kerckhoff, prominent Los Angeles lumberman, realtor, as he stood on the topmost hill at Westwood (Los Angeles subdivision) and surveyed the new university site, knew this and resolved to give the students enough money to realize their ambition. When Kerckhoff died, his wife carried out his wish and donated \$600,000 for a structure that would be "complete in every detail." It was such a structure that was begun last week. The new student building is tentatively planned to house all student offices, a public dining hall, men's and

women's grill and cafeteria, student store, et cetera.

Ten Black Eyes

Some schools are large; others are small. But to every school, large or small, there comes annually a much looked-for event known as the "big game" of the season. Last week, to the two high schools of Venice and Santa Monica came this annual thrill, excuse for spirited rallies, merrymaking. But in the life of these particular schools, the big game means more than this. For long years has there been a feud between Venice and Santa Monica, and the eve of the annual football game usually means a fracas between the rosters, supporters of the two institutions. Therefore, unenthusiastic policemen were not surprised last week to receive a riot call. They were told that Venice and Santa Monica students, out in front of the Santa Monica public library, were at death grips, socking and battering each other. Venice students had come over, 150 strong, stationed themselves in front of the library where, expectantly waiting were an equal number of Santa Monica students. A barrage of cheers from both sides did no more harm than to keep the neighbors awake. Then curricular works. Long have U. C. L. A. students yearned for such a building. The late William Kerckhoff, prominent Los Angeles lumberman, realtor, as he stood on the topmost hill at Westwood (Los Angeles subdivision) and surveyed the new university site, knew this and resolved to give the students enough money to realize their ambition. When Kerckhoff died, his wife carried out his wish and donated \$600,000 for a structure that would be "complete in every detail." It was such a structure that was begun last week. The new student building is tentatively planned to house all student offices, a public dining hall, men's and

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Science

Long-Missing Leonids

In the moon-illuminated well shadows of several nights, rather early mornings, last week, scientists, interested laymen; watched faithfully for the appearance of the elusive Leonids—small celestial bodies which appear only three times a century, sometimes less. For the past 1000 years, stargazers have waited patiently, have never been disappointed until the first decade of this century. At that time, the Leonids were scheduled to appear, failed to show up at Mt. Wilson Observatory expected to discover whether the great stream of meteors has changed its regular schedule. Since 1866, however, when Temple's comet distinguished the group of meteors has proved unreliable, has intersected the earth's orbit with unreliable infrequency. While the main body of the Leonids is not due for several years yet, astronomers expect to see some of the advance members last week, since they have a habit of straying from the regular celestial trail around the sun, taking short-cuts, arriving in the earth's atmosphere before regular schedule. Reassured was the general public by Mt. Wilson scientists that the meteors cause no damage. Although they appear to be large, brilliant, rapidly flying toward the earth, they invariably burn themselves out because of contact with the earth's atmosphere long before they reach the ground. Those that do hit the earth in solid form are so small as to cause no destruction whatsoever. In fact, although they appear to be close to the earth, they are almost always extinguished before they get any nearer than fifty to a hundred miles from the ground.

R TURTLES THANKSGIVING SERVICES TO BE HELD THUR.

ARLINGTON CARSON Lomita Men Uninjured Crash at Corner Last Friday

men escaped injury last evening when the sedan in which they were riding, was by another car at the intersection of Arlington avenue and street. Gasey, driver, with R. C. and N. P. Herr, all of whom were in the car that overturned. They were traveling south on the avenue. The other car was driven by R. H. Hette of 1015 Acacia street. A. C. S. Leslie as his passenger, was going east on Carson. A car was damaged to the extent of \$125, while the other car was damaged to a flat tire.

DIES HURT CAR CRASH

Driven by Mrs. Neff Collision with Mrs. Smith's Auto

Children received a severe bruise and some bruises last night when the car in which they were riding with Mrs. W. J. Smith crashed into the rear of a car driven by Mrs. H. S. Smith. Mrs. Neff's car was damaged to the extent of \$125, while the other car was damaged to a flat tire.

WILE NEPHEW OF TORRANCE COUPLE BURIED

eral services for Jessie Lloyd Sims, six years old who died Thursday of diphtheria at a Los Angeles hospital, were held at 10 o'clock Friday morning. At her death, the child was home with her aunt and Mr. and Mrs. Leltoy Lloyd, 22 22nd street.

ok for Your Next Paper On Friday Morning

Departments of the Torrance Herald and Lomita News will be closed Thanksgiving Day. The next issues of these papers will be delivered early Friday morning as usual. Advertising and news copy be accepted up until 5 p. m. Tuesday.

PUBLIC WATER SYSTEM AIM OF GARDENA

People Say Only Way To Avoid High Rates Charged

GARDENA.—Petitions have been in circulation for the past week for the formation of a county water district in the Gardena Valley. Three separate petitions were circulated, one in the city territory west of of Vermont, one in the Los Angeles city strip and one in the county territory east of the city strip. "The petitions," said B. R. Simms, chairman of the campaign committee, "are the result of several months' effort on the part of the joint committee representing practically every civic organization in the valley. The committee has considered the water situation from every angle and has decided that the only solution to the high water rates and inadequate distribution system is a publicly owned and controlled system. "We are having no difficulty in securing signatures to the petitions and the required 10 per cent of voters voting at the last election for governor, will soon have signed the petitions."

Redondo Blvd. Is Smooth Now

For the stranger to Torrance who once remarked about Redondo boulevard, "I'll bet they don't drive milk wagons down this street, because the milk would all be butter before they get down it," an invitation is extended to drive down the street now. Crews have been busy for some days doing away with the humps, and the street is in better condition now than for the past few years.

ONLY 23 SHOPPING DAYS 'TIL CHRISTMAS